 25X1

CLASSIFICATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO. 25X1

COUNTRY East Germany

DATE DISTR. 21 October 1955

SUBJECT Construction of Vessels for VP See

NO. OF PAGES 2

PLACE ACQUIRED

NO. OF ENCLS. (LISTED BELOW)

25X1

DATE OF INFO.

SUPPLEMENT TO REPORT NO.

25X1

[redacted]

THIS IS UNEVALUATED INFORMATION

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1. [redacted] over by VP See and put into service. 25X1 On 20 August 1955, the vessels were at the Wolgast base of VP See. The other 25X1 four vessels of series II were scheduled to be delivered by 1 October. On 20 August, they were in the Peene dockyard. All vessels 25X1 of the HABICHT type were to be equipped with smoke-laying apparatuses.

2. From 25 to 27 May, the first six vessels of the SCHWALBE type, construction series II, were taken over and put into service by VP See The construction program of the SCHWALBE type was increased to 60 units all 25X1 of which were to be built by the Berlin-Koepenick yacht-building yard.

3. Vessels reached the following speeds at full power during trial runs 25X1 over a measured mile at a depth of 24 to 26 meters in the Tromper Wiek:

without minesweeping equipment	11.5	knots
with magnet skid	7.2	"
with otter board	9.7	"

No trial runs over a measured mile with Toni hydrophone buoy were carried out.

4. The inclining experiment with SCHWALBE No. 1 on 30 April was negative resulting from two mistakes in the weight calculations. To improve the unsatisfactory stability, the vessels were to be rebuild after being put into service. The wheel house was to lose some of its height and the davit was to be removed. The line winch was to be transferred to the bilge, the batteries to be lowered, and the engine for the heating and ventilation system with a weight of approximately 375 kg to be transferred to the foc'sle. SCHWALBE No. 13 and all subsequent vessels of this construction series were to be equipped with anti-rolling bulges in order to increase the stability. This measure yielded positive results during test runs of vessels in Koepenick. The capsizing angle of the vessels 25X1 was approximately 56°.

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5. On 7 and 8 September, SCHWALBE No.13 was to perform the acceptance trial trip. On top of the anti-rolling bulge, an additional load of 2.5 tons was stowed in the bilge of the vessel. If these measures were to be successful they were to be applied to vessels

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SCHWALBE No.13 was the first vessel to be equipped with an electric compensating installation in the control stand compass and bearing compass. All vessels of the SCHWALBE type were to be equipped with smoke-laying apparatuses.

6. The first vessel of the FORELLE type, which after several delays was to arrive at the Peene dockyard on 1 July 1955 at the latest, arrived from Rosslau in Wolgast on 10 August.

7. Six vessels of the TUEMMLER type were scheduled to be built by the Berlin-Koepenick yacht-building yard in 1956. In contrast to the TUEMMLER vessels already in service they were to be equipped with a different power plant.

8. It was learned in the Koepenick yacht-building yard that six speed boats of alumin[redacted]ilt with the designation of SPERBER. No details of this type w[redacted]he vessels were allegedly to be similar to the FORELLE type. [redacted] of

9. Sectional construction was started on six vessels of the HABICHT type construction series III, at the Peene dockyard in Wolgast. All six vessels were to be completed by late 1955 25X1
Intensive sectional construction was carried out on vessels of th 25X1
KRAKE type the first of which was to be delivered in late 1955. The order for the production of 120 magnet skids was also placed with the Peene dockyard.

10. During the acceptance trial trip an explosion of the crank case, which caused a fire in the engine room, occurred near buoy 5 in the swept channel off Sassnitz. Two members of the crew were seriously injured. In spite of intensive efforts the cause of the explosion had not been explained. 25X1

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1. The first two vessels of construction series II of the HABICHT type were taken over by VP See and put into service. 25X1

On 20 August 1955, the vessels were at the Wolgast base of VP See. The other four vessels of series II were scheduled to be delivered by 1 October. On 20 August, they were in the Peene dockyard. All vessels of the HABICHT type were to be equipped with smoke-laying apparatuses. 25X1

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2. From 25 to 27 May, the first six vessels of the SCHWALBE type, construction series II, were taken over and put into service by VP See

The construction program of the SCHWALBE type was increased to 60 units all of which were to be built by the Berlin-Koepenick yacht-building yard.

3. Vessels reached the following speeds at full power during trial runs over a measured mile at a depth of 24 to 26 meters in the Tromper Wiek: 25X1

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No trial runs over a measured mile with Tomi hydrophone buoy were carried out.

4. The inclining experiment with SCHWALBE No. 1 on 30 April was negative resulting from two mistakes in the weight calculations. To improve the unsatisfactory stability, the vessels were to be rebuild after being put into service. The wheel house was to lose some of its height and the davit was to be removed. The line winch was to be transferred to the bilge, the batteries to be lowered, and the engine for the heating and ventilation system with a weight of approximately 375 kg to be transferred to the forepeak. SCHWALBE No. 13 and all subsequent vessels of this construction series were to be equipped with anti-rolling bulges in order to increase the stability. This measure yielded positive results during test runs of vessels in Koepenick. The capsizing angle of the vessel was approximately 56°. 25X1

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5. On 7 and 8 September, SCHWALBE No 13 was to perform the acceptance trial trip. On top of the anti-rolling bulge, an additional load of 2.5 tons was stowed in the bilge of the vessel. If these measures were to be successful they were to be applied to vessels

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SCHWALBE No 13 was the first vessel to be equipped with an electric compensating installation in the control stand compass and bearing compass. All vessels of the SCHWALBE type were to be equipped with smoke-laying apparatuses.

6. The first vessel of the FORELLE type, which after several delays was to arrive at the Peene dockyard on 1 July 1955 at the latest, arrived from Rosslau in Wolgast on 10 August.

7. Six vessels of the TUEMMLER type were scheduled to be built by the Berlin-Koepenick yacht-building yard in 1956. In contrast to the TUEMMLER vessels already in service they were to be equipped with a different power plant.

8. It was learned in the Koepenick yacht-building yard that six speed boats of aluminum were to be built with the designation of SPERBER. No details of this type were available. The vessels were allegedly to be similar to the FORELLE type.

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Intensive sectional construction was carried out on vessels of the KRAKE type the first of which was to be delivered in late 1955. The order for the production of 120 magnet skids was also placed with the Peene dockyard. 25X1

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